

MARYLAND HISTORICAL TRUST  
NR-ELIGIBILITY REVIEW FORM

NR Eligible: yes ☒   
no ☐

Property Name: Marion Historic District Inventory Number: S-270

Address: \_\_\_\_\_ City: Marion Zip Code: 21838

County: Somerset USGS Topographic Map: \_\_\_\_\_

Owner: \_\_\_\_\_

Tax Parcel #: \_\_\_\_\_ Tax parcel Map Number: \_\_\_\_\_ Tax Account ID Number: \_\_\_\_\_

Project: CDBG Grant MD-00-CD-33 Agency: \_\_\_\_\_

Site visit by staff ☒ no ☐ yes Name: \_\_\_\_\_ Date: \_\_\_\_\_

Eligibility recommended ☒ Eligibility not recommended ☐

Criteria: ☒ A ☐ B ☒ C ☐ D Considerations: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G ☐ None

Is the property located within a historic district? ☐ no ☐ yes Name of District: \_\_\_\_\_

Is district listed? ☐ no ☐ yes District Inventory Number: S-270

Documentation on the property/district is presented in:

MHT Library; S-270

Description of Property and Eligibility Determination: *(Use continuation sheet if necessary and attach map and photo)*

Marion, Maryland is the most complex rural crossroads located along the old Pennsylvania Railroad between Princess Anne and Crisfield. With its location in the center of a large agricultural region, Marion became a significant loading and shipping center for agricultural products through the first half of the twentieth century. It has been called by many the "strawberry capital of the state" due to the volume of market strawberries that were shipped from Marion's strawberry block. The town is also distinguished by the fact that it was the home of the first county hospital, situated in a two-story frame structure that remains unused on the southwest corner of the center crossroads. Standing on the northwest corner is one of the County's best preserved rural bank buildings with its Neo-classical façade and pedimented front entrance. For more information, refer to the Inventory Form S-270 in the MHT Library

Prepared by: C. Andrew Lewis Date Prepared: 05/15/2001

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MHT Comments:

C. Andrew Lewis

May 15, 2001

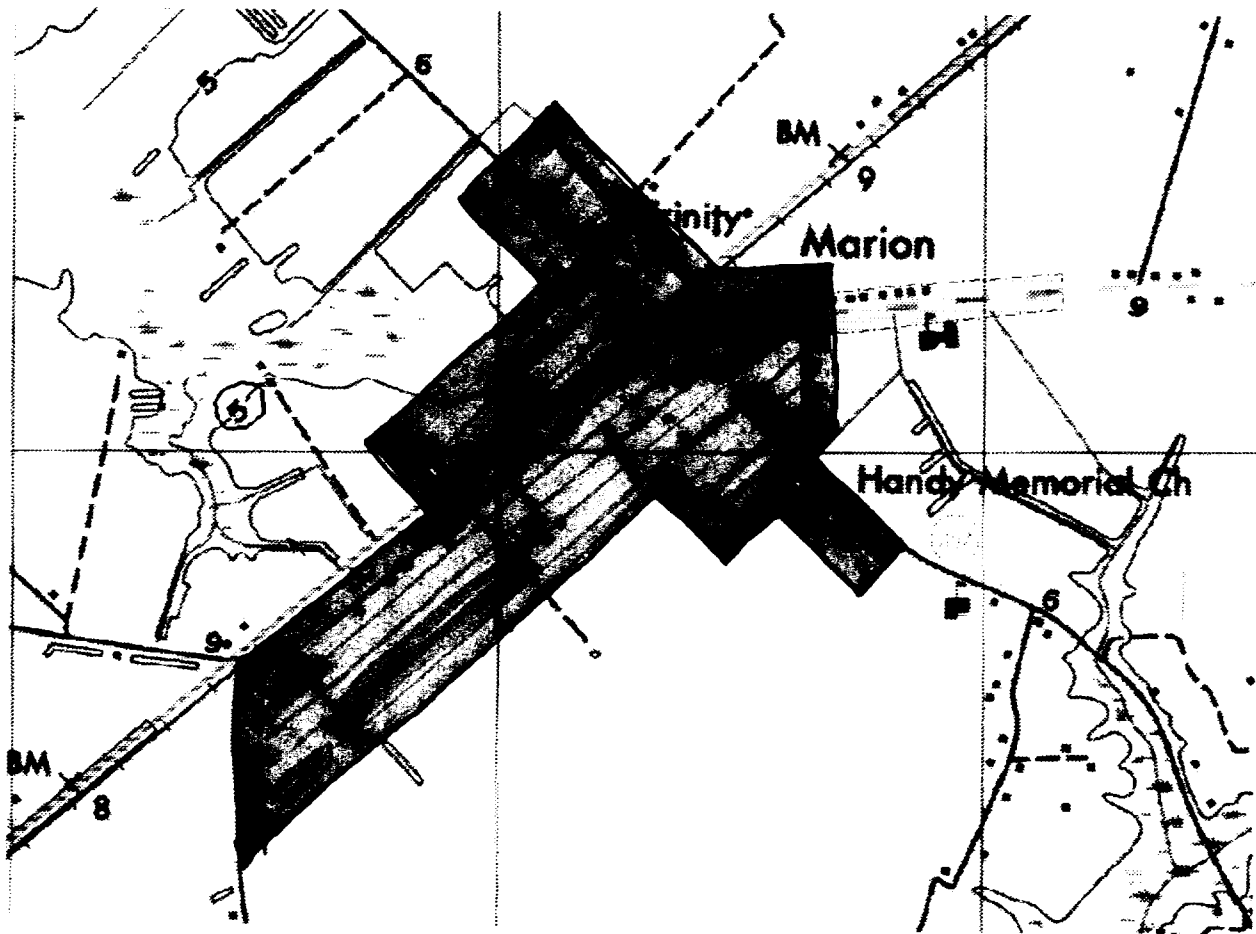
Reviewer, Office of Preservation Services

Date

*[Signature]*  
Reviewer, NR Program

5/23/01  
Date

MARION HISTORIC DISTRICT  
MARION QUAD; S-270  
NATIONAL REGISTER ELIGIBLE



S-270  
Marion Survey District  
Marion  
private and public

Nineteenth and  
Twentieth centuries

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With the construction in 1866 of the Crisfield branch of the Eastern Shore Railroad (later absorbed into the Pennsylvania Railroad system), several stations were erected along its path to service local rural communities. Stations were located in Westover, Kingston, Marion and Hopewell before ending in Crisfield. Marion was named for John C. Horsey's daughter, Marion, since John Horsey was responsible for donating the right-of-way for the railroad. Due to the large rural population surrounding Marion, the small depot village developed into a service oriented village for the local agrarian economy. By 1877, Marion boasted several craft-related workshops including two carpenter shops, two blacksmiths, and two wagon shops. Located on each corner of the crossroads was a general store, and east of the intersection were two blacksmith shops as well as the

Methodist Protestant Church. From the 1877 atlas it appears that these structures were accompanied by at least ten dwellings. During the last decade of the nineteenth century and the first quarter of the twentieth century, Marion witnessed its largest expansion, which included not only the rebuilding of the center of town but also the construction of several dozen houses along the two principal roads.

# Maryland Historical Trust State Historic Sites Inventory Form

Survey No. S-270

Magi No. 2002704638

DOE ☐ yes ☐ no

## 1. Name (indicate preferred name)

historic Marion

and/or common Marion Survey District

## 2. Location

street & number Intersection of MD 667 and MD 357

☐ not for publication

city, town Marion

☐ vicinity of

congressional district

First

state Maryland

county

Somerset

## 3. Classification

Category	Ownership	Status	Present Use
<input type="checkbox"/> district	<input type="checkbox"/> public	<input checked="" type="checkbox"/> occupied	<input type="checkbox"/> agriculture
<input checked="" type="checkbox"/> building(s)	<input type="checkbox"/> private	<input checked="" type="checkbox"/> unoccupied	<input checked="" type="checkbox"/> commercial
<input type="checkbox"/> structure	<input checked="" type="checkbox"/> both	<input type="checkbox"/> work in progress	<input checked="" type="checkbox"/> educational
<input type="checkbox"/> site	<b>Public Acquisition</b>	<b>Accessible</b>	<input type="checkbox"/> entertainment
<input type="checkbox"/> object	<input type="checkbox"/> in process	<input checked="" type="checkbox"/> yes: restricted	<input type="checkbox"/> government
	<input type="checkbox"/> being considered	<input checked="" type="checkbox"/> yes: unrestricted	<input checked="" type="checkbox"/> industrial
	<input type="checkbox"/> not applicable	<input type="checkbox"/> no	<input type="checkbox"/> military
			<input type="checkbox"/> museum
			<input type="checkbox"/> park
			<input checked="" type="checkbox"/> private residence
			<input checked="" type="checkbox"/> religious
			<input type="checkbox"/> scientific
			<input type="checkbox"/> transportation
			<input type="checkbox"/> other:

## 4. Owner of Property (give names and mailing addresses of all owners)

name Various Owners

street & number

telephone no.:

city, town

state and zip code

## 5. Location of Legal Description

courthouse, registry of deeds, etc. Somerset Clerk of Court

liber

street & number Somerset County Courthouse

folio

city, town Princess Anne

state MD 21853

## 6. Representation in Existing Historical Surveys

title

date

☐ federal ☐ state ☐ county ☐ local

depository for survey records

city, town

state

## 7. Description

Survey No. S270

<b>Condition</b>		<b>Check one</b>	<b>Check one</b>
<input type="checkbox"/> excellent	<input type="checkbox"/> deteriorated	<input type="checkbox"/> unaltered	<input checked="" type="checkbox"/> original site
<input type="checkbox"/> good	<input type="checkbox"/> ruins	<input checked="" type="checkbox"/> altered	<input type="checkbox"/> moved      date of move _____
<input checked="" type="checkbox"/> fair	<input type="checkbox"/> unexposed		

Prepare both a summary paragraph and a general description of the resource and its various elements as it exists today.

The village of Marion, Maryland (also known as Marion Station) is situated along the old railroad bed of the Crisfield branch of the Pennsylvania Railroad, first known as the Eastern Shore Railroad. Houses, churches, industrial and commercial structures face two primary roads; either MD 667, which runs on a north-east/southwest axis, or MD 357, which runs from northwest to southeast. On the north side of MD 413, MD 357 changes to Charles Cannon Road. The town limits extend approximately a half-mile in each direction from the center crossroads.

The village consists of around fifty houses, three churches, several store buildings, a bank, a firehall, a post office, old freight and passenger stations, several modern commercial sites and one major industrial complex. Interrupted rows of commercial building comprise the core of town and face both sides of MD 367. The northwest side of town and the periphery of the business district is characterized by a mixture of frame dwellings and frame or brick churches. The three churches are located on the north, east and west ends of town. Standing at the south end is the massive Whittington Grain Elevator, accompanied by a series of storage silos.

The oldest buildings in the village include a few third quarter of the nineteenth-century houses apparently erected shortly after the railroad was completed in 1866. The Haynes house, a side hall/parlor dwelling located at the south end of town across from the grain silos, is one of the earlier houses distinguished with bracketed eaves. Most buildings, however, date to the last decade of the nineteenth century or the first quarter of the twentieth century and follow traditional as well as popular house forms. Styles range from standard two-story, three-bay cross-gabled frame houses to two-story, irregular plan Victorian houses with decorative sawnwork. With the turn-of-the-century, large two-story "four-square" houses were built along with bungalow style dwellings shipped in pre-fabricated parts on the railroad from the Sears and Roebuck Company's mail order warehouses during the pre-Depression years.

The commercial buildings largely date from the first quarter of the twentieth century. Early twentieth-century single or two-story gable-front frame stores contrast with the two single-story pressed brick bank building erected about the same time. The Old Bank of Marion is one of the most distinctive structures to remain standing in the village with its Classical temple-front and gabled entrance supported by plain pilasters. Also representative of the period is the rusticated concrete block fire hall erected in the center of the town.

Marion's church architecture follows along nationally popular styles. The Marion Baptist Church, the most prominent building in the village, was erected in 1925 in the Neoclassical style. An impressive temple-front supported by a series of colossal square columns is raised on an elevated foundation. By contrast, the Handy Memorial Church on the southeast side of town, was built in a simplified Gothic Revival style.

## 8. Significance

Survey No. S-270

Period	Areas of Significance—Check and justify below			
___ prehistoric	___ archeology-prehistoric	___ community planning	___ landscape architecture	___ religion
___ 1400-1499	___ archeology-historic	___ conservation	___ law	___ science
___ 1500-1599	___ agriculture	___ economics	___ literature	___ sculpture
___ 1600-1699	<input checked="" type="checkbox"/> architecture	___ education	___ military	___ social/
___ 1700-1799	___ art	___ engineering	___ music	humanitarian
<input checked="" type="checkbox"/> 1800-1899	<input checked="" type="checkbox"/> commerce	___ exploration/settlement	___ philosophy	___ theater
<input checked="" type="checkbox"/> 1900-	___ communications	___ industry	___ politics/government	___ transportation
		___ invention		___ other (specify)

### Specific dates

### Builder/Architect

check: Applicable Criteria: \_\_\_ A \_\_\_ B \_\_\_ C \_\_\_ D  
and/or

Applicable Exception: \_\_\_ A \_\_\_ B \_\_\_ C \_\_\_ D \_\_\_ E \_\_\_ F \_\_\_ G

Level of Significance: \_\_\_ national \_\_\_ state \_\_\_ local

Prepare both a summary paragraph of significance and a general statement of history and support.

Marion, Maryland is the most complex rural crossroads located along the old Pennsylvania Railroad between Princess Anne and Crisfield. With its location in the center of a large agricultural region, Marion became a significant loading and shipping center for agricultural products through the first half of the twentieth century. It has been called by many, the "strawberry capital of the state" due to the volume of market strawberries that were shipped from Marion's strawberry block. The town is also distinguished by the fact that it was the home of the first county hospital, begun in a two-story frame structure that remains unused on the southwest corner of the center crossroads.

### HISTORY AND SUPPORT

With the construction of the Crisfield branch of the Eastern Shore Railroad in 1866 (later absorbed into the Pennsylvania Railroad system), several stations were erected along its path to service the local rural residents. Stations were located in Westover, Kingston, Marion, and Hopewell before ending in Crisfield. Marion, derived its name from John C. Horsey's daughter, Marion, since John Horsey was responsible for donating the right-of-way for the railroad. Due to the large rural population surrounding Marion, the small depot village developed into a service-oriented village for the local agrarian economy. By 1877, Marion boasted several craft-related workshops including two carpenter shops, two blacksmiths, and two wagon shops. Located on each corner of the crossroads was a general store, and east of the intersection were two blacksmith shops as well as the Methodist Protestant Church. From the 1877 atlas it appears that these structures were accompanied by at least two dwellings. During the last decade of the nineteenth century and the first quarter of the twentieth century, Marion experienced its largest expansion, which included not only the rebuilding of the center of town but also the construction of several dozen houses along the two principal roads.





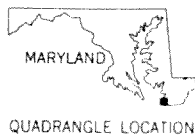
DESCRIPTION CONTINUED

Marion's industrial thrust has centered on supporting the agriculture of the surrounding countryside. During the early twentieth century the town was one of the major shipping centers for the local strawberry crop, which grew to be one of the largest on the Eastern Shore. Although the railroad track has been removed, the town's railroad structures, the passenger and freight stations, remain standing. Erected alongside the railroad was the Whittington grain elevator and a series of galvanized storage silos.



S-270  
Marion Survey District  
Marion, MD Quadrangle, 1972

1 MILE  
7000 FEET  
1 KILOMETER



#### ROAD CLASSIFICATION

- Primary highway, hard surface ———— Light-duty road, hard or improved surface ————  
Secondary highway, hard surface - - - - - Unimproved road - - - - -  
Trails - - - - -  
Interstate Route U. S. Route State Route

MARION, MD.  
N3800—W7545/7.5

1972

AMS 5860 III SE—SERIES V8330



Marion Survey District                      S-270  
Marion, Somerset County  
Southwest Elevation  
10/84, Photographer, Paul Touart  
Neg/Md. Historical Trust



Marion Survey District                      S-270  
Marion, Somerset County  
Northwest Elevation  
10/84, Photographer, Paul Touart  
Neg/Md. Historical Trust



Marion Survey District

S-270

Marion, Maryland

Southwest Elevation

10/84, Photographer - Paul Touart

Neg/Md. Historical Trust